

COUNTRY East Germany REPORT Alt Loennewitz Airfield 25X1

EVALUATION PLACE OBTAINED 25X1
 DATE OF CONTENT
 DATE OBTAINED
 DATE PREPARED 5 March 1953
 REFERENCES
 PAGES 4 ENCLOSURES (NO. & TYPE) 1 - sketch on ditto
 REMARKS

This is UNEVALUATED Information

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1. The following observations were made at Alt Loennewitz airfield between 29 December 1952 and 4 February 1953: 25X1

29 December. Between 1 and 5 p.m., there was a closed cloud base and visibility of 1.5 km. There was no air activity.

1 January. Six jet fighters were parked at the eastern end of the runway.

5 and 8 January. Between 10 and 11 a.m. and 6 and 8 p.m. respectively, no air activity was observed. On both days, six jet fighters were parked at the eastern end of the runway.

3 February. Between 3 and 6 p.m., there was no air activity. The sky was overcast and there were intermittent snowfalls.

4 and 5 February. There was no air activity between 2:30 and 3 p.m. and between 10 a.m. and 6 p.m. respectively. Six planes were parked at the east end of the runway on 4 February and 4 planes on 5 February. 1

2. At about 2 p.m. on 29 December, about 12 trucks, occupied by about 120 men, and towing eight AA guns with an estimated caliber of 85-mm left the field toward Falkenberg. 25X1

The tents were removed from the AA gun emplacement on the southern edge of the field. 2

3. On 3 February, the construction of three wooden sheds was started east of the runway, almost at the same site where the radio installation with four masts was formerly located. Three radio masts arranged in a triangle and about 30 meters apart were set up next to the wooden sheds on 5 February. 25X1

3 Jeep and trucks were observed entering and leaving the field.

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4. The following observations were made at the field between 11 January and 10 February:

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11, 12 and 13 January. No air activity was observed at the field. There was poor visibility and light frost.

14 January. Six MiG-15s individually took off at 10:30 a.m., widely circled over the field four times and landed at 11:05 a.m. There was good visibility and a ceiling at an altitude of 500 meters. Additional take-offs were made at 10:30 a.m. by six planes which practiced formation flying under or above the clouds. Six planes took off at 12:10 p.m. Three IL-10s made local flights at 1 p.m.

15 January. On this and the following days, no air activity was observed. Visibility was limited to 500 meters.

23 January. Between 10 a.m. and about 3:30 p.m., four MiG-15s continuously practiced local flying with extended landing gears. Four IL-10s took off at 11 a.m. heading south. Four MiG-15s, [redacted] took off in elements of two at about 1 p.m. and flew in one formation. At about 2:30 p.m., six IL-10s practiced formation flying.

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24 January. There was no air activity, while the sky was overcast and the weather hazy.

25 January. At 10 a.m., four MiG-15s practiced local flying with extended landing gears. Visibility was good at first and became worse after 3:30 p.m. At about noon, four MiG-15s practiced air combat in elements of two. Local flying continued up to 4 p.m.

26 January. Between 9 a.m. and about 4 p.m., individual local flying was practiced by IL-10s of which four planes were almost continuously aloft. The sky was clear and there was sunshine. After 10 a.m., three Yak-11s circled widely over the field. In the afternoon, four IL-10s practiced formation flying. A total of 47 single-engine planes, mostly IL-10s, and four MiG-15s were counted at the field. Most of the single-engine aircraft were parked in front of the hangars. Some of the planes were covered with camouflage nets. Two MiG-15s taxied to the east end of the runway at 5 p.m. and took off at 5:06 p.m. The obstacle and runway lights were switched on. The planes circled twice over the field before landing. Subsequently air activity was discontinued, apparently because of ground fog.

27 January. Between 9 and 11:30 a.m., and in the afternoon, individual flights were made by MiG-15s which mostly flew over the clouds. The weather was hazy in the morning and it snowed in the afternoon.

28 January. After 2 p.m., an IL-10 plane circled eight times over the field, while there was heavy wind and rain.

29 January. Between 9:30 a.m. and noon, three MiG-15s circled widely over the field, sometimes flying in the clouds. It rained and there was a gusty wind.

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30 January. Between 8:30 a.m. and 3 p.m., individual flights were made by IL-10s which remained aloft for 12 to 15 minutes. The sky was overcast.

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31 January. Between 9 a.m. and noon, there was air activity by single-engine planes and MiG-15s which flew in elements of two.

1 February. No air activity was observed. There was heavy snowfall.

2 February. Between 1 and 3:30 p.m., four MiG-15s made individual local flights. It snowed with intermittent rain.

3 February. At 8:30 a.m., three MiG-15s took off individually. Local flying was practiced by jet fighters up to noon. Air activity had to be discontinued because of heavy snowfall.

4 February. No air activity was performed. There was heavy south-westerly wind and snowfall which caused heavy snow-drifts.

6 February. It snowed occasionally. Two caterpillar tractors with snowplows and soldiers in the strength of a company removed the snow from the runway. No air activity was observed.

7 February. The weather was clear and a temperature of 10 degrees centigrade below zero. After 9 a.m., individual local flights were made by IL-10s which touched ground at the outermost eastern end of the runway while landing. The planes taxied to a stop in the middle of the runway. Subsequently, the second half of the runway was used for another take-off. After three take-offs, the pilots were exchanged.

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Three IL-10s practiced formation flying and three single-engine planes circled widely over the field.

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8 February. Between 11 a.m. and 2 p.m., some IL-10s made local flights, while there was clear weather and strong frost.

9 February. Between 10:30 a.m. and 2 p.m., individual flights were made by some single-engine planes. The temperature had dropped.

10 February. Between 10 a.m. and 4 p.m., local flights were made by MiG-15s. There was thawing weather.

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5. Since about early January, all of the aircraft were towed to the hangars and dispersal areas after air activity. Previously, they had taxied under their own power.

6. The AA gun emplacement on the southern edge of the field was still occupied by six guns. Inside the AA gun emplacement, close to the board fence there was a shed, about 3 x 4 meters, with a U-shaped device, about 50 cm high, on its roof. One wire each extended from the ends of the U-shaped device into the shed.²

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7. A radio installation was located 200 meters northwest of the northernmost house of Beiersdorf. 4 All the radio installations which were previously observed outside the field were guarded by watchdogs in early February.

8. In early February, nine street blocks of buildings in Falkenberg were confiscated and occupied by officers' dependents. Buses [] parked in front of these houses. 5

9. Truck [] and a large jeep [] were observed entering and leaving the field in late January and early February.

1. [] Comment. Alt Loennowitz airfield is occupied by a fighter regiment and a ground attack regiment. Air activity observed indicates that some planes of the two regiments perform basic pilot training.

2. [] Comment. According to available information, only one light AA battery with six 37-mm AA guns is stationed at the field. [] it is believed that the AA guns observed are not assigned to Alt Loennowitz airfield.

3. [] Comment. The radio installation observed probably is a PKV-45 DF station. []

4. [] Comment. The information refers to the outer low frequency approach beacon which is known from previous reports. For sketch of installation, see Annex.

5. [] Comment. The confiscation of dwellings may be connected with the transfer of a ground attack regiment from Doeberitz to Alt Loennowitz. []

SECRET

Outer Low Frequency Approach Beacon of Alt Loennewitz Airfield located near Petersdorf

Legend:

- 1 Barbed wire fence
- 2 Three temporary buildings of various sizes
- 3 Antenna mast of outer low frequency approach beacon
- 4 Light poles

